

# THE GROSS MAY YET BE CONQUERED BY THE USE OF CYANIDE OF GOLD FORMULA

## Eminent Authority On White Plague, Visiting Honolulu, Tells of Latest Treatment With Which Science Is Now Experimenting

Honolulu must be given credit for putting up a splendid fight against tuberculosis, so far as the fight has been carried. Dr. A. N. Sinclair is a splendidly trained man to carry on the campaign which he is carrying on. It is to be deplored that he has not funds to charge on the work; for he is employing as modern methods and system as are being employed anywhere, with the exception of places, perhaps, where experiments are being made with new and as yet unproved methods of checking the white plague. Experts have found that climate has little effect on the disease; that the percentage of mortality varies little in one district as against another so far as climate is concerned, and that with proper food and close medical observation the percentage of cures is rapidly growing. These are the methods which Dr. Sinclair is employing, and he is getting splendid results, as I have learned.

### Authority on Tuberculosis

This compliment to the fight being made against tuberculosis in Hawaii was given by Dr. Ralph C. Matson of Portland, Oregon, who is a guest at the Moana Hotel. Doctor Matson, though a young man, is one of the most eminent authorities in the United States on tuberculosis. He has made the study of the disease a specialty, and placed a number of years in the government sanatoriums and schools of Germany dedicated especially to the eradication of tuberculosis. He came to Honolulu to take a two months' vacation from his duties as director of the Portland Open Air Sanatorium and the Portland Free Dispensary. Doctor Matson is extremely modest, in addition to being eminent. He has addressed the Medical Society of Hawaii and outlined to the members of that organization what he considered the most modern methods of fighting tuberculosis, and which dovetailed in with the methods being employed by Dr. Sinclair, but requested that his address be kept from publication.

Doctor Matson was found at the Moana Hotel yesterday afternoon, and it was with reluctance that he would talk on the subject of tuberculosis eradication in so far as his efforts in that direction were concerned. He praised the work of Dr. Sinclair, and gave unstinted praise to other well-known experts.

When questioned as to what he meant by experiments being made with new and unproved methods, and referred to the new cyanide of gold treatment recently made public, Doctor Matson was greatly surprised that it was known he had experimented with this new treatment. Discussing his experiments, he said:

"It is true that I have experimented with this new treatment, and I feel, with many others, that it is the best treatment yet found. However, this is only conjecture on my part, for I have been conducting my experiments for only a few months, and it will take two or three years before I can pass final judgment. It will take that long at least to determine the worth of the cure.

### Evolved by German Specialist

"It is absolutely cruel to proclaim, without positive knowledge, that a positive cure for tuberculosis has been discovered. It deludes and disappoints the patient. We who are working with this new treatment are doing so in the quietest way. As a matter of fact, I doubt if any person in the United States knows that I am experimenting with it, and I do not know of any other specialist on the mainland who has taken up this manner of treatment.

"The treatment was evolved by a German specialist, Doctor Meyer, who is at the head of one of the largest German government tuberculosis sanatoriums, just outside of Berlin. He has worked on his theory for years. Some months ago the 'Beitrag zur Heilung der Tuberculose,' the most conservative and reliable medical authority of Germany, published a paper written by Doctor Meyer on his discovery. Doctor Meyer is at the very home of his profession as a tuberculosis specialist in his homeland; he is in the employ of the government, and has no cause to advertise himself, as did Doctor Friedmann when he came to the United States and pronounced broadcast that he had discovered a sure cure for tuberculosis. Doctor Meyer does not proclaim that he has found a sure cure. He only contends, and the belief is held by others, that he has found a treatment that is superior to tuberculosis.

Naturally, it is somewhat of a costly treatment, and perhaps cannot be administered in free dispensaries, but it would be possible to administer the treatment in endowed institutions, like the Leahi Home, where the beds are paid for either by the individual or the city and county or territorial government.

"The treatment is administered similarly to that of the tuberculosis treatment. The gold cyanide is injected into the veins at intervals of two or three weeks. Without doubt which I have not with me I could not tell

you the ingredients of this serum. Doctor Meyer has asked for no print burement for his discovery, and out of professional courtesy has supplied many tuberculosis specialists with his compound. The new cure works on the same principle as the relation of quinine to malaria. Quinine kills the malarial germ without injuring the patient. In the same way the cyanide of gold kills the tuberculosis germ without harm to the sufferer.

"In advanced cases the new cure is no more effective than present ones, and there is, as I said, doubt that there will be any effect on many new cases. Two or three years must transpire before I could pass final judgment. I can only say that in experiments made in Germany, with the laboratory animals usually employed, the tests were exceptionally wonderful, and that the new treatment is proclaimed the best yet discovered. Where the new treatment has been used in Germany the death rate has been greatly decreased."

## VALLEY ISLE MEN ANXIOUS TO PLAY

### Maui Athletic Association Is Desirous of Placing Team in Carnival Series

The Maui Athletic Association is anxious to place a team in the carnival series and a communication to this effect has been sent to A. L. Castle, says the Weekly Times of Maui. A meeting of the association was held last Tuesday evening with the following members present: L. M. Baldwin, E. B. Carley, W. T. Fantoni, J. Vasconcellos, J. Meinicke, M. G. Paschoal, J. Garcia and W. M. McGovern. The following officers were elected to serve for the ensuing year: E. B. Carley, president; W. F. Crockett, secretary; J. Garcia, treasurer; L. M. Baldwin, auditor.

Upon application the following persons were admitted to membership: J. J. Walsh, C. D. Lufkin, D. C. Lindsey, J. S. McKenzie, P. P. Rosencrans, F. G. Stevens, W. A. Sparks. On motion by Mr. Paschoal the secretary was instructed to write a letter to Mr. A. L. Castle asking if arrangements could be made to give the All-Maui team a place in the series of baseball games to be played during the carnival at Honolulu. Mr. Paschoal was appointed manager of the team. The appointment of a captain for the team was left in the hands of the president and a suggestion was made to allow the members of the team to have a voice in the matter.

Kelly Henshaw, who is chairman of the carnival baseball committee has not as yet fully arranged his schedule for the games he proposes staging. He fully realizes that interest in baseball in Honolulu is nowhere as keen as it was this time last year and if the Maui Athletic Association team and the Punahoa Athletic Club team come to play in the series, they will have to come on a not lack proposition. They will receive no guarantee but will rely on the gate receipts and it will be a case of win if the crowds turn out and a case of lose if they don't.

Allowing that the two Maui teams come to Honolulu they could secure games with the All-Chinese team exclusive of the games of the carnival series and in this way could make a bit of extra change. Henshaw will call a meeting of his committee in a day or two and the matter will be thoroughly gone into and the two Maui teams will be advised as to how conditions are here.

## SUFFICIENT FUNDS AVAILABLE FOR HILO HARBOR IMPROVEMENT

### Nearly Half Million Dollars Are On Hand Which Covers Contracts

Sufficient funds are available by the government for carrying on the improvement of Hilo harbor during the fiscal year ending June 30, 1914, according to the report of Major W. P. Wooten, U. S. A., upon river and harbor improvement work in the district of Hawaii. A portion of this report, covering the work done under the direction of Major Wooten in Honolulu harbor was published yesterday morning.

Thus far, according to the report, congress has appropriated \$1,176,000 for improving Hilo harbor. On July 1, 1914, the amount expended and available to continue the work was \$453,832.88, of which \$423,073.78 is covered by uncompleted contracts. Major Wooten estimates that \$524,000 in addition will be required to carry the Hilo harbor project to completion. His report on the Hilo harbor work follows:

"The island of Hawaii is the largest and most southerly of the Hawaiian group. Hilo Bay is on the east side of the island, about 200 miles southeast from Honolulu, the commercial center of the Hawaiian Islands.

"The harbor is practically an open roadstead, exposed through the angle from about north to N. 74 deg. E., which angle is slightly protected from the N. 34 deg. E. to N. 74 deg. E. by the Hilo Reef, over which there is an average depth of 23 feet. Kahoia Bay extends into this reef, and has an area of 53.5 acres, with a minimum depth of 32.1 feet at mean lower low tide. The mean tidal range is 2.3 feet. This bay will be entirely protected by the breakwater, and is somewhat protected by the present completed portion of the breakwater. It is believed that this bay will be the main shipping point of the harbor. A large anchorage basin of deep water at the entrance to Kahoia Bay will also receive protection from the breakwater.

"The original project, adopted by congress March 2, 1907, provides for constructing a rubble-mound breakwater 10,170 feet long on Blonde Reef from point on shore about 6000 feet east of Coconut Island, at an estimated cost of \$1,700,000, as stated in house document No. 407, Fifty-ninth Congress, second session.

"As authorized in the act of March 2, 1907, the project as originally stated in the above mentioned house document has been modified in a manner recommended on page 16 of the document by the elimination of the third or shore arm of the breakwater and the extension of the middle arm of the breakwater to the shore.

"The river and harbor act of July 25, 1912, again modified the project as published in house document No. 417, Sixty-second Congress, second session, so as to provide for dredging to a depth of thirty-five feet the entrance to Kahoia Bay, at an estimated cost of \$750,000, and for continuing the breakwater along the approved lines as far as can be done without increasing the original limit of cost of the work. For this harbor congress has appropriated \$1,176,000.

"On June 30, 1914, \$722,173.92 had been expended on the present project, no part being for maintenance.

"The first contract for the Hilo breakwater was let June 29, 1908, and completed December 24, 1910; 148,200 tons of rock were placed, completing 2328 feet of the breakwater. The second contract was let November 18, 1910, and completed June 22, 1912; 97,577 tons of rock were placed in a substructure 2488 feet in advance of the completed portion. The third contract, for constructing a superstructure on the substructure built under the second contract was let October 10, 1911.

"During the fiscal year 1913, 8010 tons of rock were placed, and during the fiscal year 1914, 11,205 tons, at a contract cost of \$41,912.90, making a total of 19,315 tons placed under this contract. The contractor was declared bankrupt February 2, 1914, and the contract was annulled April 7, 1914. A new contract was entered into April 30, 1914, for the completion of the uncompleted portion of the annulled contract. No work has been done under this new contract.

"A contract was made July 25, 1913, for dredging the shoals at the entrance to Kahoia Bay. The work was completed on June 23, 1914. Approximately 121,340 cubic yards were removed; the exact yardage has not been computed.

"The project is about 43 per cent completed. During the year the territorial government completed what at the head of Kahoia Bay in the lee of the completed portion of the breakwater.

"The commerce of this port for the calendar year 1913 amounted to approximately \$44,105 short tons, valued at \$22,363,041.

"Work on this improvement has not been sufficiently advanced to have a decided effect on freight rates.

Condition of Funds  
"Sufficient funds are available for carrying on the work during the fiscal year 1914.  
July 1, 1913, balance unexpended.....\$502,854.14  
June 30, 1914, amount expended during fiscal year, for works of improvement.....99,021.26

July 1, 1914, balance unexpended.....453,832.88  
July 1, 1914, outstanding liabilities.....430.42

July 1, 1914, balance available.....453,402.46

July 1, 1914, amount covered by uncompleted contracts.....421,073.78

Amount (estimated) required to be appropriated for completion of existing project.....524,000.00  
(See Appendix V V 2.)

"The island of Maui is the second in size of the Hawaiian group, and Kahoia harbor is situated about 110 miles southeast of Honolulu, the commercial center of the Hawaiian Islands, and about 100 miles northwest of Hilo, Island of Hawaii.

"Previous to the adoption of the project for the improvement of the harbor of Kahoia, it had been improved by the Kahului Railroad Company at its own expense by the construction of a breakwater 1800 feet long, located on top of a coral reef on the eastern side of the harbor, and the excavation within the area protected by this breakwater of some 300,000 cubic yards of material, which was deposited to the windward of the breakwater. In ordinary weather this breakwater afforded ample protection for the smaller vessels which anchored within the dredged basin, but was of little benefit to the larger vessels, which had to anchor out at sea.

"Under the present project, about twenty-two acres, having a depth of thirty-five feet, will be protected by the breakwater. The mean tidal range is 2.4 feet.

"Since the project for improving this harbor was adopted about 450 feet of the outer end of this breakwater was damaged by storms, a portion being entirely swept away.

"The existing project, adopted by the river and harbor act of June 25, 1910, is in accordance with plan presented in house document No. 395, Sixty-first Congress, second session, and provides:

(a) For extending the breakwaters to American Girl Rock.  
(b) For dredging to a depth of thirty-five feet the area in the eastern part of the harbor to a new bulkhead line about sixty-eight feet from and parallel to the existing bulkhead line B-C, which is to be advanced by that amount; and

(c) For dredging to a depth of thirty-five feet the area in the western part of the harbor to a line about midway between lines B-R and R-Q, all at an estimated cost of \$775,000.

"No modification has been made in the original project.  
"The said act appropriated \$150,000 for commencing work, subject, however, to the conditions mentioned in the document on which the project is based, that the Kahului Railway Company cede to the United States free of cost any rights it may have in the existing breakwater, and agree to make no claim for reimbursement for work done by it in the harbor to a new bulkhead line.

"The agreement between the railroad company and the territorial government, covering the construction and operation of a wharf and wharf shed, providing for its use by the public, be extended so as to provide that the plans to be adopted shall include a public street of proper width giving access to the wharf.

"No conditions having been complied with, a contract was entered into for the construction of the breakwater December 8, 1910. Work was commenced April 22, 1911, and completed March 9, 1912. A total of 75,000 tons of rock was placed, completing 2150 feet.

"The sum of \$150,000 was appropriated by the river and harbor act approved February 25, 1911, with which \$41,518.24 was added in the form of a contract cost of \$134,518.24, were expended from the harbor.

"Work was commenced on May 20, 1912, and completed June 7, 1913. On July 25, 1912, \$100,000 was appropriated to complete the project. With this appropriation 23,343 tons of rock were placed in extending the breakwater, at a contract cost of \$44,320.22, and approximately 80,800 cubic yards of material were dredged from the harbor. The exact yardage has not been computed.

"The breakwater extension was commenced February 25, 1913, and completed July 2, 1913. During the fiscal year 1913 69 tons of stone were placed in repairing the end slope of the breakwater, at a contract cost of \$2135.56.

"A total of 100,684.69 tons of stone has been placed in the breakwater, giving a total length of 2221 feet along the top.

"A total of approximately 331,318 cubic yards of material has been dredged from the harbor, which now provides a basin in the lee of the breakwater of approximately twenty-two acres, having a depth exceeding thirty-six feet at low tide. The approved project is completed.

"On June 30, 1914, \$373,517.52 had been expended on the project, of which \$2237 was for maintenance.

"The improvements now permit of the construction of wharves for trans-Pacific steamers, and the improvements will have no effect on the freight rates

## RAPID TRANSIT PLANS EXTENSION

### Company Will Build More Double Track in King Street

At Once

The Rapid Transit company has decided to proceed immediately to extend its double track in King street, from Punchbowl street to Alaiah street, on the south, and from the Palama fire engine station to a point 1300 feet north across the canal.

This will increase the double track in King street for a distance of nearly half a mile.

### Reason For Action

The reason for this action, which involves a considerable outlay, is that the travel at the congested hours is so heavy that the company feels that even though its franchise has not yet been extended, so that it cannot at present undertake a general double tracking throughout the length of King street, it should make this extension, which will afford considerable relief.

The immediate occasion of the action is that the section of the track across the Palama swamp is fully in need of repair. The foundation at that point is so unstable, that the company has decided to put in a reinforced concrete foundation on which to lay the ties and rails.

The present track is not located in the correct position if the street is to be double-tracked at this point. Consequently the company proposes to move the present track to the double track position and, while it is at the job, it will put in the second track at the same time.

At the same meeting of the Rapid Transit directors, it was decided to actively take up for consideration the question of accommodating the public by running automobile buses at the present termini of several of the tracks, prior to the time when it will be justified in going to the much greater expense of extending its tracks.

Three locations for running buses to connect with the street cars, are under consideration, viz: First, to connect with the Kaimuki terminus, running south through Kaimuki past the Leahi Home as far as Fort Ruger.

Second, to connect with the cars on King street, just beyond the Kaimuki school, and run mauka into Kahoia Valley.

Third, to connect with the northern terminus of King street near Fort Whipple, and thence to run into and through Moanalua Valley.

Five-Cent Fare  
The proposition is to charge a five-cent fare for riding on these auto buses.

The matter was referred to the president and manager, Messrs. Peck and Ballentyne, to compile information as to the type and cost of auto bus suited for the purpose, the same to be reported to the directors at their next meeting.

## MASTER OF PUAKO SAID TO HAVE BEEN BRUTE

SEATTLE, January 13.—Capt. A. Pederson, the master, must answer charges filed against him at Washington with the United States Commissioner of Navigation by German members of the crew of the American barkentine Puako, who were paid off Saturday at Winslow, following the vessel's arrival from the Hawaiian Islands. The Germans accuse Captain Pederson of ill-treatment, abuse and violence. The charges were mailed to Washington when the barkentine was unloading coal at Mahukona, Hawaii.

Until such wharves have been constructed.  
"The commerce of Kahoia with ports not in the Hawaiian Islands was \$204,450 short tons, valued at \$9,170,861; while the commerce between Kahoia and other ports in the Hawaiian Islands was 23,270 short tons, valued at \$1,198,500, making a total annual tonnage of 227,720, valued at \$10,369,361.

"For report on examination and survey of this harbor see house document No. 563, Sixty-first Congress, second session.

Funds for Maintenance  
"No appropriation for new work is recommended for 1916, the project being completed; \$10,000 is recommended for maintenance.

July 1, 1913, balance unexpended.....\$75,250.91  
June 30, 1914, amount expended during fiscal year.....\$14,718.03  
For maintenance.....2,957.00

July 1, 1914, balance available.....47,075.03

July 1, 1914, balance unexpended.....\$6,182.98  
July 1, 1914, outstanding liabilities.....33.31

July 1, 1914, balance available.....26,130.77

Amount allotted from appropriation made by the river and harbor act approved October 2, 1914.....10,000.00

Amount available for fiscal year ending June 30, 1915.....\$6,150.77

July 1, 1914, amount covered by uncompleted contracts.....19,585.72

Amount that can be profitably expended in fiscal year ending June 30, 1916, for maintenance of improvement.....10,000.00

"Examination and survey required by the river and harbor act of March 4, 1913.

"The local officer was charged with the duty of making a preliminary examination and survey provided for in the river and harbor act of March 4, 1913, of Kahoia Harbor and Channel, Honolulu, Hawaii, and report thereon will be duly submitted when received."

## TRANSIT FOLK MAKE SECOND BID FOR SUIT

### Electric Railway Company Again Calls Upon Governor To Settle Controversy In Court

Electric Railway Company Again Calls Upon Governor To Settle Controversy In Court

### ALL STOCK ISSUED IS VALUED AT PAR

### Issues Raised By Mr. Pinkham Have No Bearing On Proposed Franchise Extension

Another pressing invitation to go to law for a final and authoritative settlement of the points against the Rapid Transit company, which Governor Pinkham has raised as an issue, has gone from the company to the Governor. The company requests early action in order that it may know exactly where it stands and to what lengths it is justified in going in improving the service to meet the rapidly growing demands upon it.

This second request for a law suit is contained in a reply to a letter recently addressed the company by the Governor, in which he asks the company some questions which, judging from the reply, they consider somewhat strained, to say the least. The Governor's letter is dated January 5, and is addressed to L. Tenney Peck, the president of the company. It says: "Dear Sir:—In pursuance of his duty as prescribed by law, Hon. Charles R. Forbes, superintendent of public works of the Territory of Hawaii, reports as follows:

"Territory of Hawaii, Department of Public Works, Honolulu, T. H., Dec. 30, 1914.  
Hon. L. E. Pinkham, Governor of Hawaii, Honolulu, T. H.  
Sir:—Re investigation of H. R. T. & L. Co."

I have the honor to report that according with Chapter 201, Section 808, H. R. of Hawaii, I have examined the Capital Stock Account of the Honolulu Rapid Transit & Land Company, and obtained it into the following:

Actual and total cash paid in by stockholders.....\$ 575,150  
Bonus given in capital stock on \$300,000 stock transactions.....31,350  
Capital Stock traded for Hawaiian Tramway franchise, expiring Sept. 15, 1916 (see note below).....101,000

Total Capital Stock issued for consideration.....\$ 707,500  
Other Capital Stock issued.....500,000

Total Capital Stock outstanding.....\$1,207,500  
Note.—\$91,000 of this amount was traded direct, while \$10,000 was sold to Henry E. Cobb and the proceeds transferred to make up the specified \$101,000.

Respectfully submitted,  
(Sgd.) CHARLES R. FORBES, Superintendent of Public Works.

"I would request you to confirm the above statement, or if found incorrect, inform the government where so, as the government desires to be in exact accord with your figures.

"An early reply will oblige."

The reply of the company is self-explanatory. It is dated January 11, and says: "Honorable Lucius E. Pinkham, Governor of Hawaii, Honolulu, T. H.:  
"Dear Sir:—In further reference to your letter of the 5th inst., re 'Investigation of H. R. T. & L. Co.,' in which you ask if our figures accord with those contained therein, combined with such captions as 'bonus' stock, 'traded' stock and stock issued 'without consideration,' I would respectfully state that the books of the company, which have been recently inspected by the agent for the public works department, do not record any transactions which justify the adoption of such terms. All transactions have been entered in detail upon its records and are self-explanatory."

All Stock Issued Represents Full Value  
"(There is not one share of outstanding stock that is not represented by such more than its face value in equivalent tangible property at cost, as has been publicly demonstrated time and again before legislative committees, and through the public press.)

"If you will again refer to figures contained in the report of the superintendent of public works, identified by the relative descriptions as taken from our books, I shall be pleased to explain them in detail.

Again Asks Ruling of Court  
"I still submit that the financing of the company, through issuance of capital stock and evidences for debt have been in substantial accordance throughout with the Hawaiian statutes. Should the government assume otherwise, I would again suggest that the matter be referred through some amiable proceeding to the courts for settlement as Sections 17 and 37 of the Granting Act give the superintendent of public works no supervisory power in the premises.

Government's Interest in Company Remote  
"In fact, the government itself is no more interested in our financing than in that of any other incorporated business enterprise in the Territory, except insofar as it might affect the payment thereof in the nature of a royalty, of a contingent percentage of its net earnings.

Governor's Questions No Bearing on Issue  
"As the earnings can be used by the company for the purchase of new prop-

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